U.S.S. CHARLES F. ADAMS (DDG-2)
FLEET POST OFFICE
NEW YORK 09501

DDG2:16:dla
5750
Ser:99-76
16 March 1976

From: Commanding Officer, USS CHARLES F. ADAMS (DDG-2)
To: Director of Naval History (OP-09B9), Rm 205 Bldg 220, Washington Navy Yard, Washington, D.C. 20390

Subj: CY 1975 Command History; submission of

Ref: (a) OPNAVINST 5750.12B
(b) COMNAVSURFLANTINST 5720.1

Encl: (1) Basic History

1. In accordance with references (a) and (b), enclosure (1) is hereby submitted.

N. G. MOSHER

Copy to:
Commander Naval Surface Force
U.S. Atlantic Fleet
Norfolk VA 23511

BASIC HISTORY

1. Command Organiaation

a. Commanding Officer:
CDR Norman G. MOSHER, USN
063-26-4357
1 January - 31 December 1975

b. Homeport Changes:

(1) Effective 15 January 1975 - Philadelphia Naval Shipyard, Philadelphia PA 19112

(2) Effective 15 July 1975 - U.S. Naval Station Mayport FL, 32228

2. Summary of Operations

a. Operational Summary:

Unquestionably, all of calendar year 1975 was devoted to achieving a successful complex overhaul of the CHARLES F. ADAMS at the Philadelphia Naval Shipyard. Overhaul preparations - from shifting homeports and moving families to planning shipboard maintenance and material requirements - began in the latter part of 1974 and continued into early 1975. As the tempo of shipyard operations reached a peak in the Fall of 1975, the ship's engineering and weapons systems were returned to an operable condition. With the end of calendar year 1975 approaching, and with the major portion of the complex overhaul completed, personnel began preparing for the ship's return to Mayport, FL, and for a festive Christmas holiday leave schedule.

b. Chronological Summary/Notable Events:

2 JAN 75 - Depart Mayport, FL, for Philadelphia Naval Shipyard, Philadelphia, PA.

6 JAN 75 - Arrival Philadelphia Naval Shipyard commence Restricted Availability.

15 JAN 75 - Homeport shift from U.S. Naval Station Mayport, FL, to Philadelphia Naval Shipyard, Philadelphia, PA.

3 FEB 75 - Commence 12 month complex overhaul, Philadelphia Naval Shipyard.

15 JUL 75 - Homeport shift from Philadelphia Naval Shipyard, Philadelphia, PA to U.S. Naval Station, Mayport, FL.

25 SEP 75 - Administratively reassigned to Commander, Destroyer Squadron TWELVE.

22 OCT 75 - Successful completion of ship's first light-off examination. Conducted by the U.S. Atlantic Fleet Propulsion Examination Board, the CHARLES F. ADAMS was evaluated as "OUTSTANDING" in all areas.

26 NOV 75 - Certification for helicoptor flight operations granted. The CHARLES F. ADAMS became only the second U.S. Atlantic Fleet guided missile destroyer authorized to conduct twin drop-zone helicopter flight operations.

11 DEC 75 - Administratively reassigned to Commander, Destroyer Squadron FOURTEEN.

3. Special Topics: Complex overhaul, Philadelphia Naval Shipyard.

a. Weapons

(1) Gunnery Systems: Forward and after MK 42 Mod 7 5"/54 gun mounts and associated equipment were replaced with MK 42 Mod 10 5'/54 gun systems. In addition, the MK 68 Mod 8 GFCS consisting of a AN/SPG-53E digital radar, a AN/UYK-20 digital computer, a system Operational Control Unit, a forward looking Infra-Red Sensor Unit, and a LASER ranging unit. As the Initial Operational Test and Evaluation platform for the Gunnery Improvement Program, the CHARLES F. ADAMS will conduct an indepth technical and operational evaluation of the new GFCS - the results of which will form the basis for the Navy's decision to procure the EX 68 system for fleetwide use. With inprovements in reliability, maintainability, and offensive capability, the new gun weapon system promises to significantly enhance the ship's firepower in surface strike warfare.

(2) Missile Systems: The MFCS, in a major configuration change, was converted from and analog to a digital system and received a low-light television sensor unit. In addition, the ship's 3-D radar was replaced by an improved AN/SPS-39A unit.

(3) ASW Systems: Modified to upgrade reliability and maintainability, the sonar's transmit function was converted to a solid state system. Additionally, a new sonar dome was installed.

b. Engineering Department

(1) The ship's 500 KW serviee turbine generators were replaced with four 750 KW units in order to support the increased electrical demands of the new combat system.

(2) An extensive valve repair and replacement program was completed successfully by ship's personnel. Approximately 400 high pressure valves were overhauled with over 300 valves being replaced.

(3) A new automatic combustion control system was installed in both the forward and after firerooms.

3. Operations Department

(1) The ship's communications capability was significantly upgraded in capacity and reliability. Specifically, the Navy's latest satellite communication system was installed, providing the CHARLES F. ADAMS with a world-wide communications capability.